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MADRAS RECORD OFFICE.

Government of Madras.

Public Works **DEPARTMENT.**

G.O. No.	<u>53</u>	Press <u>Mrs.</u>
	<u>111-112</u>	
Dated	<u>7-1-</u>	<u>1864.</u>

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
7th January 1864.*

No. 111. Read the following letter from Captain F. J. MOBERLY, R. E., Superintending Engineer, 8th Division, to Colonel C. A. ORR, R. E., Secretary to Government, Department Public Works, dated Cotampatty, 12th December 1863, No. 1,492 :—

SIR,

1. I regret to find from Government Order No. 3,517 of the 30th ultimo, that my No. 669 of 18th September was not sufficiently clear; my object in forwarding the two maps was, as Government suppose, to show the lines advocated by the Collector and myself respectively.
2 Sketches.
2. I quite agree with Mr. Levinge that it would be a great benefit to the District if all the roads he mentions existed, but considering the amount of money likely to be available, I think he has laid too great stress on *direct* communication, overlooking the natural difficulties. My object has been to have a few main lines, and a good network of feeders, my map is more in rectangles, which Mr. Levinge has turned into triangles by insisting on the diagonals in addition.
3. As regards the specific instance of the road to Ramnad (which in a late letter Mr. Levinge still prefers direct and even to that to Tondy altogether) the only reasons that I can find for a direct line, are those given in paragraph 7 of my No. 669, but I believe that it would be really a public convenience if the post were sent through Shevagunga where, as the residence of a Zemindar, an office might very properly be opened; the Police are on both lines of road and may therefore be left out of the account; and the sole reason in favor of Mr. Levinge's plan would be the existing Moonsiff's Courts, which do not, as far as I can see, affect the traffic.
4. The direct line advocated by Mr. Levinge would cost Rupees 1,50,000 to construct, beside the cost of twice crossing the Vigay; it is expensive because it runs almost entirely through black cotton soil. On the other hand, the line by Shevagunga to Tondy passes for a great distance over sand and gravel; Rupees 33,316 have been already sanctioned for it, if the branch to Ramnad were taken off at Shevagunga instead of at Tiroopuwanum, we should have to make only 40 miles instead of 62, the saving in expense would probably be Rupees 45,000.
5. Mr. Levinge proposes to defer the Tondy line altogether, but this is opposed to the policy in Government Order No. 3,441, dated 24th ultimo, where I am informed that Government prefer to complete one line before they begin another; the line to Tondy is a salt line, if the Government agree with Mr. Levinge that it will be better to complete the communication with Ramnad first, I would still urge the advisability of going from Shevagunga, as the road so far is already in very fair order.
6. As regards the third road mentioned in paragraph 5 of my No. 669, if the Revenue Board consider it advisable to make a line by Tripattoor and Cotampatty to Dindigul, there still remains the question whether it shall run from Vattanum to Tripattoor over very difficult soil, or branch from the Tondy and Shevagunga line at Teruvampett; here again the question arises as to the construction of the road from Madura by Shevagunga to Tondy, which I respectfully submit is the base of all the others.
7. Another matter of consideration has lately occurred to me in connection with the salt traffic; all our plans are founded on the idea that Madura (and I may say Tinnevely) will continue to sell as much salt as in former days, this it appears to me is very doubtful. I am informed that as yet the sale has not been materially affected; but I believe that before long the south of Coimbatore and even the north of Madura will receive its salt from Negapatam by the Great Southern India Railway, in exchange for cotton, much of which I believe even this year has gone to that port instead of to Tuticorin; the Madras Railway too will doubtless supply the same tract of country, which is nearer to Avenashy than it is to the coast, and has already far better communication than we can make for some time to come.
8. Since forwarding my No. 669 I have seen reason to disagree with the Collector as to another line which I think is worthy of consideration. I forwarded lately an Estimate for the construction of the road from Terumangalam to the Coimbatore frontier by Pulny, which was sanctioned in Government Order No. 3,453 of 25th November 1863.
9. From Pulkanooth to Anninaickanor this line traverses a great amount of black cotton soil, which would be almost entirely avoided if the road were carried seven miles further by Dindigul. In our scheme this loop is also inserted, but the Collector would prefer transferring it to the District Statement to giving up the direct line; why, I am at a loss to know. If we gave it up, we should save on the two about 30,000 Rupees.
10. If the salt line from Vattanum by Cotampatty is really valuable, I presume it must also be extended from Dindigul to Pulkanooth, this is half the loop.

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11. But I imagine that before long we shall find the traffic setting in towards the Railways near Caroor; and in that case Dindigul will be a considerable entrepot. From the Cum-bum valley by Shevelshadagu, and from north Tinnevely and Madura, the line by Ammianaickanoor will run up through Dindigul to Caroor. From Pulny the traffic will turn by Vadasaudur, so that altogether it appears to me a needless expense to make the direct road over bad soil and to leave out Dindigul the roads through which would be more cheaply made.

No. 112. ORDER THEREON, 7th January 1864, No. 53.

1. With reference to paragraphs 1 to 5 of this letter the Superintending Engineer will be informed that the Governor in Council is unwilling to re-open the question which he has already definitively settled* in regard to the direction of the road from Madura to Ramnad. Captain Moberly remarks that in Proceedings dated 24th November 1863, No. 3,441, the Government stated that it preferred to complete one line before undertaking another. On reference to those orders it does not appear that any such opinion was expressed; but allusion is probably made to Proceedings dated 3rd November 1863, No. 3,206. Nothing, however, that is therein stated precludes preference being given to one line over another in carrying out the arrangements approved of, and in the questions now at issue the Government considers it advisable to defer to the opinion of the Collector.

2. Referring to paragraph 6 of his letter, Captain Moberly's attention will be drawn to the Board's Proceedings recorded in those of Government dated 18th December 1863, No. 3,751, and he will be informed with advertence to paragraphs 7 to 11 that any observations or suggestions he may have to make on matters affecting the salt revenue and on which he may be at variance with the Collector, should, in the first instance, be submitted for the consideration of the Board of Revenue.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

To the Superintending Engineer, 8th Division.
„ Board of Revenue.

Exd. S. T. Augustin.

No. 11492 Sup^y Engineer's Office 8th Division.
Cottanampally 12th December 1863

I have,

Captain F. J. Moberly R. E.

Superintending Engineer 8th Division.

I,

Colonel C. A. Orr R. E.

Secretary to Government D. P. W.

Sir,

*Public
Enclosures 2
2 Sketches.*

I regret to find from Government Order No. 3517 of the 30th ultimo, that my No. 669 of 18th September was not sufficiently clear; my object in forwarding the 2 maps was, as Government suppose, to show the lines advocated by the Collector and myself respectively.

I quite agree with Mr. Sevinge that it would be a great benefit to the District if all the roads he mentions existed - but considering the amount of money likely to be available I think he has laid too great stress on direct communication overlooking the natural difficulties. My object has been to have a few main lines, and a good network of feeders. My map is more in rectangles, which Mr. Sevinge has turned into triangles by insisting on the diagonals in addition.

As regards the specific instance of the road to Ramnad (which in a late letter Mr. Sevinge still prefers direct and even to that to Pondy altogether) the only reasons that I can find for a direct line, are those given in para 7 of my No. 669 - but I believe that it would be really a public convenience if the post were sent through Shevingunga where, as the residence of a zemindar, an office might very properly be opened; the police are on both lines of road and may therefore be left out of the account; and the sole reason in favour of Mr. Sevinge's plan would

to Caroor. From Putney the traffic will turn by Vadasandur. so that altogether it appears to me a needless expense to make the direct road over bad soil, and leave out Dindigul the roads through which it would be more cheaply made.

I have &c

H. Mobery

Captain R.L.

Superintending Engineer 8th Division
Supt. Engineer's Office 8th Div.
Cottamputty 12th Decr 1863.

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Pa. III

It is to be noted that the
affords reasons as to why
two sketch maps of the
roads are enclosed herewith
and reports about the
importance of certain
improvements of certain
in preference to the direct
line shown by the Collector.

Decr 12th } November 1863
Decr 21

Shew long to Government
P. M. R.

P. M. 1863
Shew long to Government
P. M. R.

Public Works Department
Proceedings of the
General Govt. of the
Tender date the 1st Decr/63
Recd the following letter
from the Superintending Engineer

A/for person as to why
two sketch maps of the roads
in Madras & Co. and reports
about the importance of certain
roads in preference to the direct
line shown by the Collector.

Decr 12th Decr/63 No 1172

With reference to Paras 1 to 5
of this letter the Superintending
Engineer will be informed
that the Governor in Council
is unwilling to reopen the question
which he has already definitively
settled in regard to the direction
of the road from Madras to
Ponnai. Captain Mobery remarks
that in Decr. of 24th Novr/63, he
stated that it
preferred to complete one line
before undertaking another.
On reference to those orders it
does not appear that any such
opinion was expressed; but allusion
is probably made to Decr. of 24th Novr/63

* Decr. 30 Novr/63 - 5517

M

H

of 1864 Date
of Geo. H. Stoughton
of the Trustees
21/1/1864

Informing that
the question in regard to
the situation of the land
from the donors to the
which was already been settled,
cannot be re-opened, and
that any observations or
suggestions he may have
to make on that subject
the date of the same and on what
he may be at variance with the
policy, should in the first instance
be submitted to the Committee
at the house of the President.

22/1/1864